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SEVENPENCE.

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THE FIGHTING IN ITALY: A BRITISH BATTERY IN ACTION.

The Italian troops are fighting heroically to withstand the concentrated attack of the Austro-German forces. It will be recalled that British batteries took part in the victorious Italian offensive a few months ago, and our photograph shows one of them in action at that time. They have since shared the perils of the recent Italian retreat, and have succeeded in saving the guns. Although—it need scarcely be said—the Italians themselves are doing all that is possible to retrieve the present situation, the Allies

decided to send them prompt assistance—both French and British troops. A Reuter message of November 4 from the Italian Headquarters says: "The passage of British contingents on their way to the front has been the occasion of manifestations of welcome and friendliness which were most touching. Crowds of men and women of all classes flocked to the stations through which they passed, bringing offerings. . . . As they later marched through the villages the demonstrations assumed even greater proportions."



By G. K. CHESTERTON.

THERE is to-day one enemy of the Alliance, and therefore of the world. He is not the German: he is the traitor. There was certainly treason in the turn of events which involved the Italian retreat; isolated and individual treason, no doubt, but, in the very nature of an army, one traitor can do the work of twenty. There was certainly treason in the rapid and quite irrational rot that corrupted the Russian Revolution—the treason of a small minority doubtless, but it is the very definition of such modern and sham democracy that the small minority always rules. What is most needed now is a living impatience, and even a sort of savage laughter, against the thought of all our mountainous labours being undone by a rat or a worm.

At the beginning of the war our enemies had all the materials of success, and we had only the moral elements with which to defy them. To-day the Allies have all the materials of success, and it is only the moral elements that can be doubtful or divided. It seems a strange thing to say of a man, in a mortal fight, that he can win and that the only question is whether he wants to. But this is really the position of the average doubtful man throughout the Alliance. The masses of America, when they arrive on the scene, the masses of Russia, if they return to it—to say nothing of the great armies already gathered in the other Allied countries—could defeat the Central Powers with a certainty like that of a sun in simple addition. All that can be called doubtful is their purpose, not their power. In so far as they can be persuaded to use their power, there is no doubt that they can effect their purpose. I take it, therefore, that the one thing to be done just now is to take every determining type of man among those who make up the Alliance, and prove to him as plainly as possible that nearly all he loves is lost for ever if he does not decide to do what he is unquestionably able to do. I will address myself first to the man who holds, as I hold, a certain political doctrine which is the oldest ideal of America, and is the greater part of the newest idealism of Russia. I mean, I will address myself to the democrat.

It must first be said that a solid and unanswerable fact has here been rather clouded by fictitious ways of stating it. We are not fighting to give Prussia a Parliament, even if democracy is held to mean no more than a Parliament. The point is rather that, however much or little democracy means, Prussia will always be the enemy both of its form and its substance. But the point at present is still more emphatically this—that if the war now leaves Prussia in any posture of success, she will now, most of all, be the mortal enemy of any sort of democracy whatever. She will not now leave to anyone she can influence even that form and façade of self-government which the modern world has established nearly everywhere else. She will not leave so much democracy as would fill the most battered ballot-box or the most old-fashioned despatch-box. She would not, in such a mood, spare the most corrupt Parliament, or show any respect even to the most unrepresentative representatives. She would be more aristocratic than the most exclusive Socialist club. She would be more despotic than the most successful modern Parliamentarian. Real republics and sham republics would for her be equally ridiculous—as ridiculous as they were when she rode over the French frontiers in the first chaos of the French

Revolution, crying out that Jacobins would run like poultry. Put yourself for one second in the shoes of an ordinary man under the North German monarchy, and you will find yourself locking down an avenue of history adorned throughout with the trophies, true and false, of the supposed superiority of such monarchy. This one would be the end of a familiar series. The last act of the great European drama opened by the French Revolution will be concluded. Democracy will no longer be, for its critics, doubtful or chaotic or corrupt or wavering or disappointing; it will be dead. Consider a few plain facts. First, it is a fact that Prussianised Germany

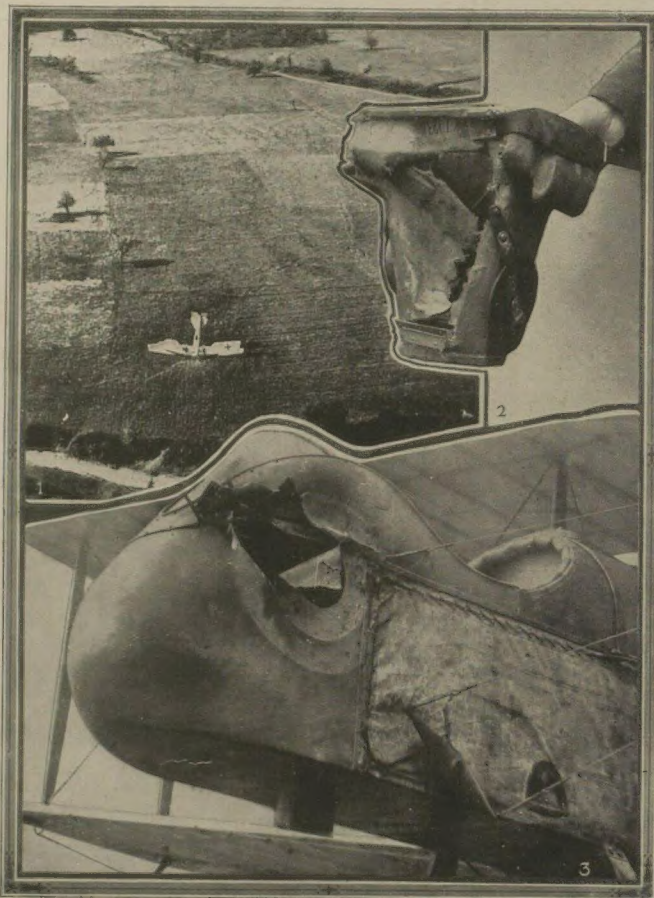
historic Government, the glory of it will go to that Government; and anyone who does not see it must be something very like an idiot.

Second, it is a fact that there has been no German Revolution, and that there is less and less likelihood of any German Revolution. There is least likelihood of all if Germany has anything that could be called a success. It may be that real German failure, if forced home, might awaken some such thing. Again, I am not discussing that here—I am discussing German triumph, or the sort of thing the Germans would certainly call a triumph, though it were really only a triumphant escape. By this, I say, it is self-evident not only that Prussia would score, but that the Prussian type of government would score. It is blazingly obvious that the security of Prussian despotism would be contrasted with the collapse of Russian democracy. That is already the Prussian's lesson from the Russian Revolution; and the only lesson he will ever learn from it. Where in the wild world of unreality did some of our Socialists get the notion that a Russian rebel would be an example to a Prussian subject? Putting aside the fact that the Prussian thinks he is himself an example to everybody, what in the world was the Russian example supposed to exemplify? If Berlin was to be an imitation of Petrograd, what was it to imitate? Do we need to be told at this time of day that the Prussian does not specially admire disorder and military failure and fantastic private liberty or licence? The more individuals or groups in the Alliance rebel, the more proud the ordinary German will be of the fact that he can obey. The more our various types of government are divided, the more glad he will be that his type of government is one, and the more certain he will be that it is the only one.

Our own English cosmopolitans are also guilty of a gross exaggeration of English conceit. Nothing can get it out of their heads that Germany and all humanity are pining to possess the British Constitution. They think that anybody in a difficulty must dream day and night of a Parliament—must desire and envy our Speaker's Mace, and possibly our Speaker's wig. That is at the back of the blind delusion that Germany must be longing for what are called 'liberal institutions.' Even what is good about them the North Germans are not wise enough to want. What is bad about them they are not fools enough to want. If they succeed without them, they will obviously want them even less. One State in Europe, and one alone, will emerge with the old type of military monarchy quite intact.

If it also emerge with its military power and prestige quite intact, riding high above a chaos of crude experiments and stale corruptions of every other kind, I should have thought a baby could guess what the world would say.

Lastly, it is a fact that all this moral victory and vainglory is not merely what the Germans are logically bound to declare, it is what they are every day declaring. Even when driven to all the disguises of Pacifism, they cannot disguise this sort of Prussianism. There runs through every official German speech and every inspired German article this profound conviction that their despotism will survive all our democracies. And unless our democracies learn how to combine against it, it most unquestionably will.



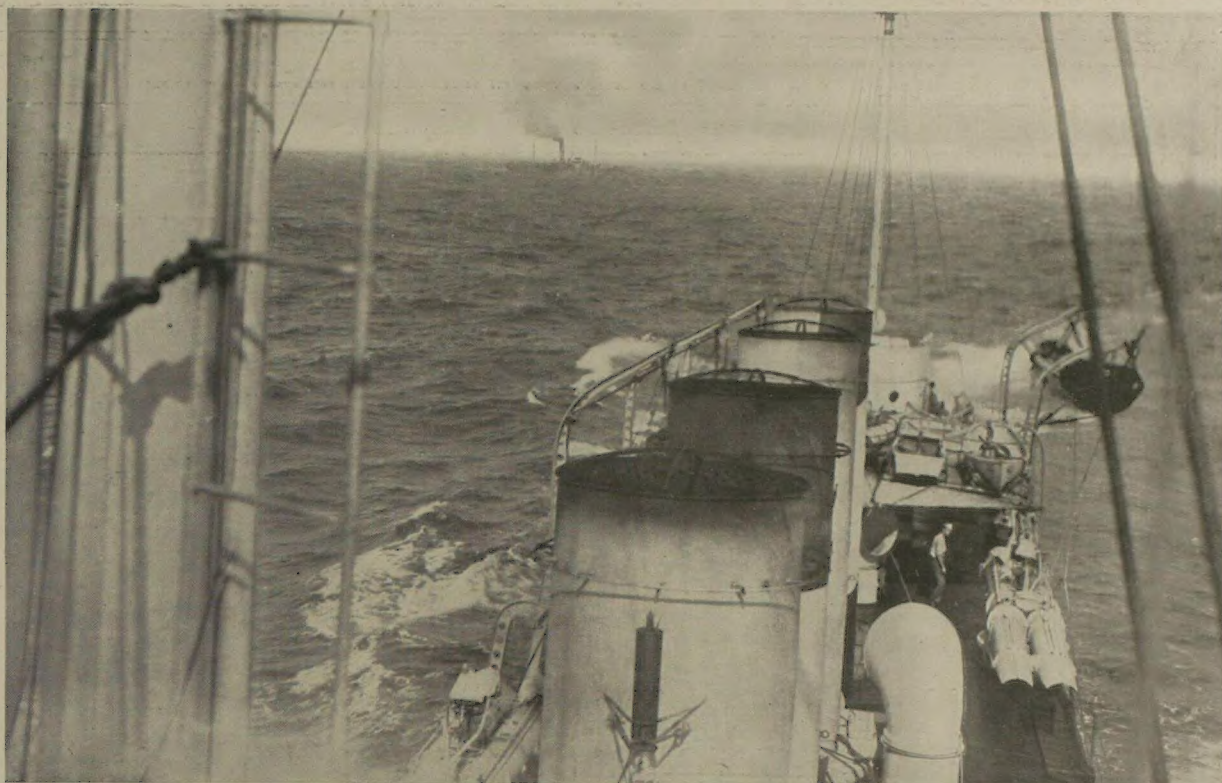
THE WAR-RECORD OF THE R.F.C.: A PAGE FROM A SPLENDIDLY ILLUSTRATED FORTHCOMING PUBLICATION.

We give here, in much reduced size, a page from "The Work and Training of the Royal Flying Corps," a magnificent pictorial record which will be published from the offices of this paper, by authority of the R.F.C., on November 19. The work, which will be issued at 2s. 6d. net, contains an introduction by Lord Hugh Cecil and over 140 illustrations, reproduced throughout in photogravure. The above three show: (1) A German aeroplane "crashing"; (2) Remains of a German aerial camera; (3) A British machine hit by anti-aircraft guns.

is the one Power left that is totally unrepentant about tyranny. Not a word has ever fallen from the real masters of Germany to suggest that any oppressive Prussian act has at any time needed excuse, or may not at any time need repetition. There may be other German elements which might eventually come to the surface; I am not discussing that here. I say that if the enemy succeeds now, or apparently succeeds now, it is pure Prussian militarism that succeeds now. If the Army attains any object, nobody will pretend that the Reichstag attained that object. A German success will be a success for Germans, not a success for German Socialists. If there is a victory for Hindenburg, no one will offer congratulations to Haase. If any real advantage remains with the Germans while they are under their

ON THE ATLANTIC BEAT: THE U.S. DESTROYERS' PATROL.

OFFICIAL PHOTOGRAPHS.



DOING SENTRY-GO ALONG AN OCEAN TRANSPORT-ROUTE: ONE OF THE U.S. DESTROYERS ON THE WATCH AS VESSELS PASS.



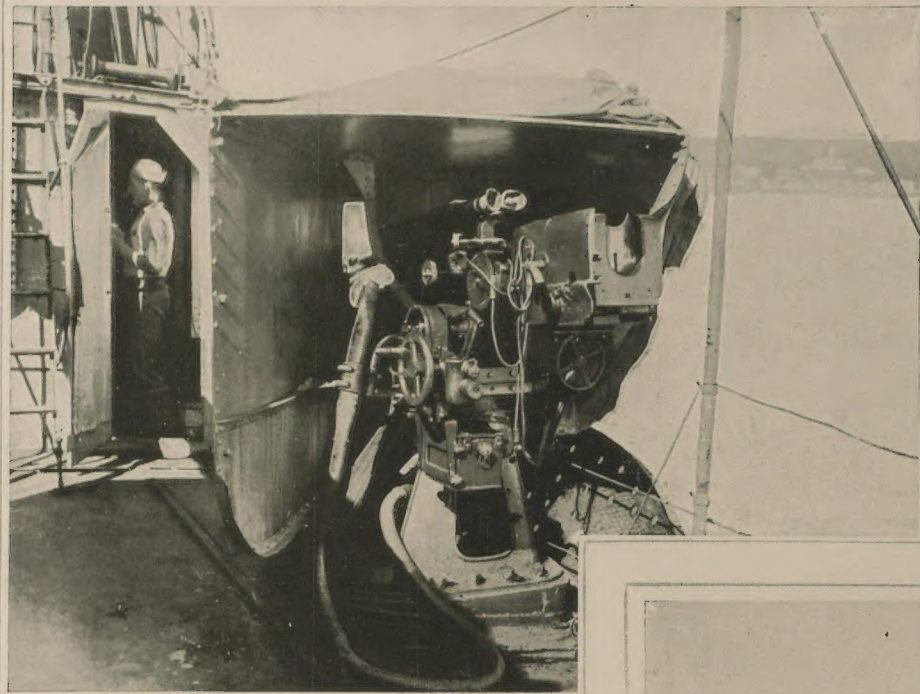
A DESTROYER IN MID-OCEAN: "ROLLED TO STARBOARD, ROLLED TO LARBOARD WHEN THE SURGE WAS SEETHING FREE."

Immediately war was declared between the United States and Germany, the American destroyer flotillas of the Eastern seaboard put out prepared for action. They steamed off at all hours of the day and night, keenly alert to do their share with our men, whom they knew as tried and trusty brothers of the sea, speeding forth like greyhounds slipped from the leash. And the rest of the American Navy left harbour moorings at the same

time. While the troops of the first over-ocean contingent were mustering, and transports collecting, the U.S. Navy had already taken up sentry-go duty in the Atlantic. It shepherded the first convoy of transports over, fighting U-boats and checkmating the enemy *en route*. Now, while the American Army on the Western Front has had its "baptism of fire" and suffered casualties, the American Navy keeps watch and ward.

AMERICA HELPING TO KEEP WATCH ON THE ATLANTIC TRANSPORT ROUTE: ON BOARD A U.S. DESTROYER.

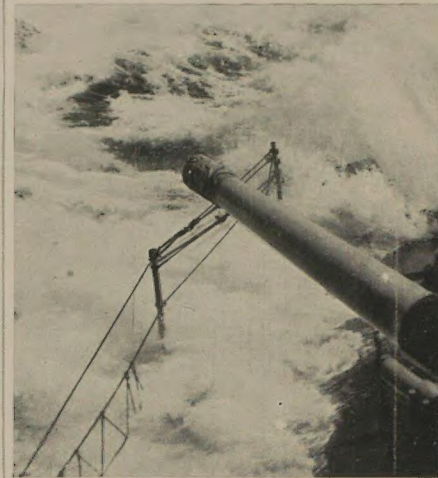
OFFICIAL PHOTOGRAPHS.



FOR SNAP-SHOOTING AT U-BOATS: A LIGHT QUICK-FIRER ON THE STARBOARD SIDE, WITH ITS BREECH-MECHANISM, ARMOURD SHIELD, AND "SPRAY COVER."



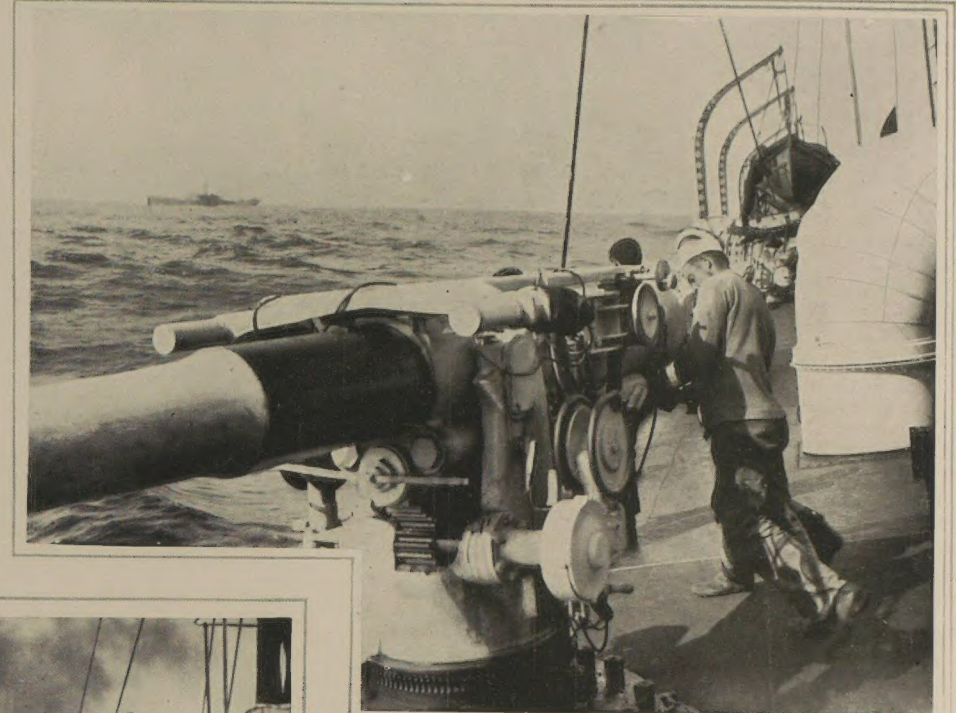
TO PREVENT MEN BEING SWEEPED OVERBOARD IN ROUGH WEATHER WITH DECKS AWASH: HANGING ON TO ONE OF THE FORE-AND-AFT LIFE-LINES.



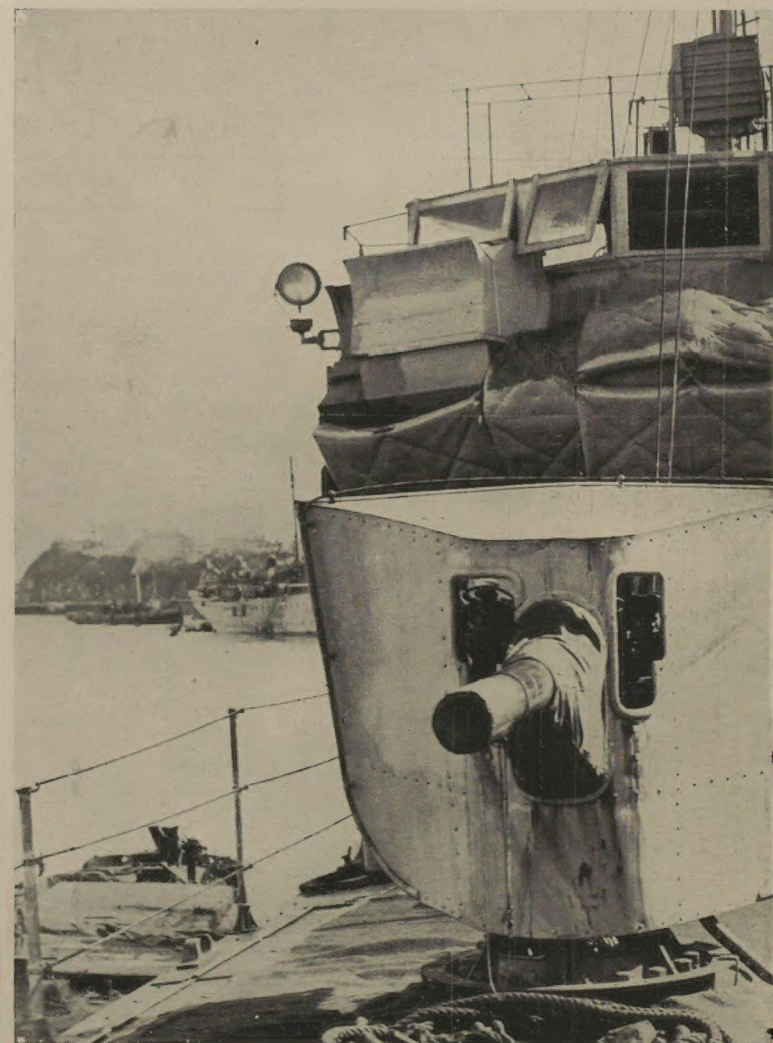
IN A MID-ATLANTIC CROSS-SEA WHEN SUDDENLY SWAMPED UNDER A



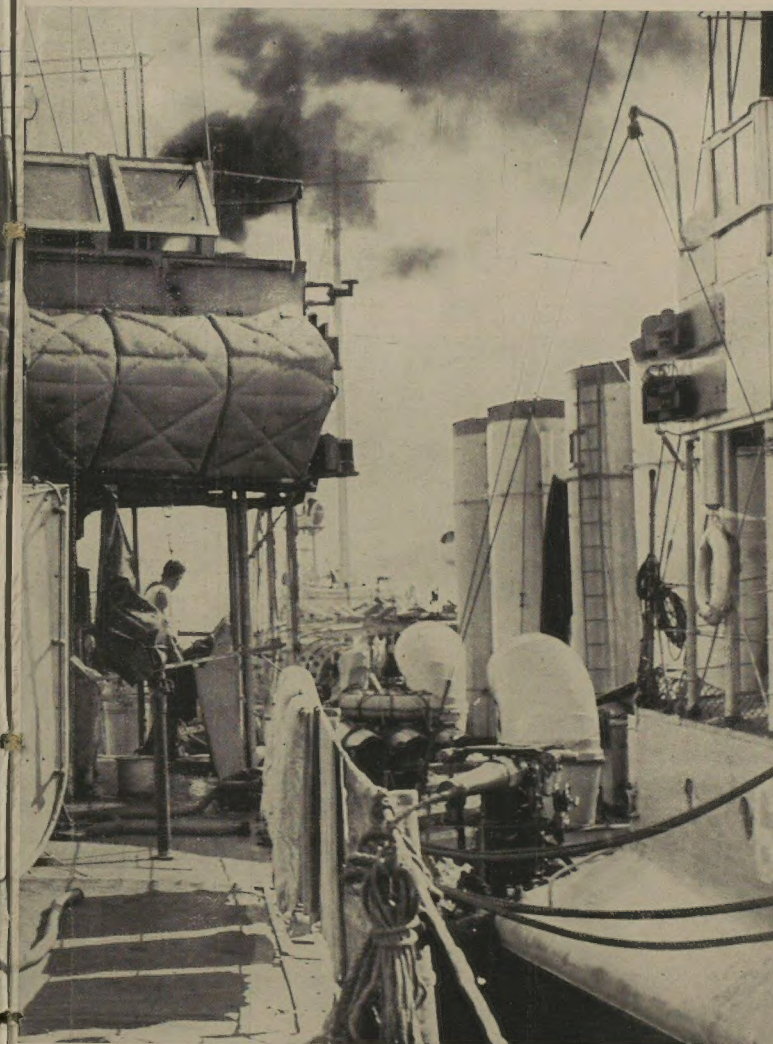
ALTERING COURSE: THE AFTER-END OF THE DESTROYER CASCADE OF FOAM.



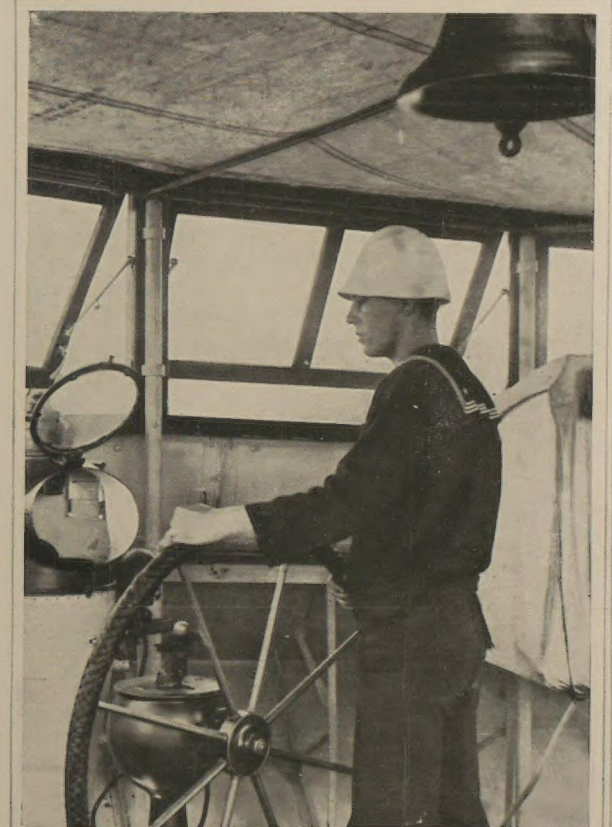
GETTING ONE OF THE HARD-HITTING HEAVIER QUICK-FIRERS READY: A "JACKIE" IN HIS SEA-KIT WITH SERVICE HAT, BRIM TURNED UP.



THE FIRST GUN TO OPEN FIRE IF A U-BOAT IS SIGHTED AHEAD: THE FORWARD BOW-CHASE QUICK-FIRER WITH ITS ARMOURD SHIELD, IN ADVANCE OF THE



FORWARD BOW-CHASE QUICK-FIRER WITH ITS ARMOURD SHIELD, MOUNTED ON THE CENTRE-LINE OF THE SHIP, IN ITS SHIELD-CASEMATE, WHICH IS SWUNG RIGHT AND LEFT AS THE GUN POINTS, AS EASILY AS A PHEASANT-SHOOTER SWINGS HIS MUZZLE IN FOLLOWING THE FLIGHT OF A "ROCKETER."



AT THE STEERING-WHEEL ON THE CHART-HOUSE BRIDGE: A "JACKIE" HELMS-MAN IN SERVICE CAP WITH BRIM DOWN, HIS EYES ON THE COMPASS-CARD.

Views on deck on board one of the destroyers belonging to a flotilla engaged in hunting down U-boats and escorting cross-Atlantic traffic, and convoys of store-ships and transports, are shown in this set of illustrations. In the first is seen the breech-mechanism of a starboard-side light quick-firer, on a pedestal mounting, and behind its thin steel armoured shield. On top of the shield, partly rolled up, may be seen the "spray cover," to be drawn over as a protection against wet in bad weather. The second illustration shows a U.S. destroyer in a heavy sea in mid-ocean. Torrents of sea-water and cascades of foam burst on board at the bows in steaming against a head sea; while aft and when the helm is put over to change course, the "following sea" swamps everything at the stern in like manner. In the third illustration is seen a U.S. "jackie," with the brim of his sea-service hat turned up,

adjusting part of the training-gear of one of the heavier chase-pieces along the side. The fourth illustration shows a "life-line" rigged fore-and-aft along the deck, for men to hang on to when passing along during rough weather, with the decks awash and slippery, in order to prevent their being washed overboard. The fifth illustration shows a quick-firer forward, mounted on the centre-line of the ship, in its shield-casemate, which is swung right and left as the gun points, as easily as a pheasant-shooter swings his muzzle in following the flight of a "rocketer." In the sixth illustration is seen the interior of the windowed chart-room on the navigating-bridge, with a man at the wheel wearing the U.S. Navy service cap, brim down. The rope-frapped rim of the steering-wheel is a noticeable detail.

WRITTEN THE NIGHT BEFORE HER EXECUTION: THE LAST LETTER OF MARY QUEEN OF SCOTS.

REPRODUCED BY PERMISSION OF MESSRS. SOTHEBY, 34 AND 35, NEW BOND STREET, W.

By your humble
8 fev. 1587

Monseigneur mon beaufrere estant par la permission
de Dieu pour mes pechez comme ie croy venue
me reposer entre les bras de ceste Roynie ma
cousine ou ray eu beaucoup de deuil & passe
pres de vingt ans ie suis enfin par elle & ses
estats condampnee a la mort & ayant demande
mes papiers par eux ostez a ceste fin de faire
mon testament ie n'ay peu rien retirer qui me
servist ny obtenir congé de n'en faire un libre
ny qu'après ma mort mon corps fust transporté
selon mon desir en votre royaume ou ray eu
l'honneur d'estre royne votre sœur & ancienne
allye
cejourd'huy après dîner ma este de vonsse
ma sentence pour estre executée demain comme
une criminelle a huit heures du matin
ie n'ay eu loisir de vous faire un ample discours
de tout ce qui s'est passé mais si vous plaist
de croire mon meslage & ces autres miens
desolez serviteurs vous ayrez la verité & comme
graces a dieu ie mesprise la mort & fidellement

proteste de la recevoir innocente de tout crime
quant ie seray levez subiecte la religion catholique
& le maintien du droit que dieu ma donnee a
ceste couronne sont les deux points de ma
condamnation & toutesfoys ilz ne me veillent
permettre de dire que cest pour la religion catholique
que ie meurs mais pour la crainte du change
de l'ame & pour prouver ilz mont ote mon
armonier lequel bien quil soit en la maison ie
n'ay peu obtenir quil me vint concéder ny
communier a la mort mais mont fait grande
instance de recevoir la consolation & doctrine
de leur ministre amene pour ce fait ce porteur
& sa compaignie la pluspart de vos subiectz
vous témoignent mes desportemantz en ce
dieu acte dernier il reste que ie vous supplie
comme Roy tres chrestien mon beaufrere & ancien
allye & qui mannez tousjours proteste de
maintenir que ce coup vous faysiez prouver en
tous ces points de votre vertu tant par
charité me soulageant de ce que pour deschar-
ger ma conscience ie ne puis sans vous qui-
rter de recompenser mes serviteurs desolez leur

SHOWING THE DATE—FEBRUARY 8, 1587: THE FIRST SHEET OF QUEEN MARY'S LETTER TO HER BROTHER-IN-LAW, HENRI III. OF FRANCE.

We are enabled to reproduce here a "human document" of the deepest historic interest, the last letter of Mary Queen of Scots, written on the eve of her execution, to her brother-in-law, Henri III., King of France. It forms the principal "lot" in the first portion of the sale of the late Mr. Alfred Morrison's collections, to be held by Messrs. Sotheby, Wilkinson, and Hodge, on December 10, and the four following days. The first two sheets are given above, slightly reduced in size, while the third and

NEATLY WRITTEN AND WITHOUT ANY SIGNS OF EMOTION: QUEEN MARY'S LAST LETTER—THE MIDDLE SHEET.

last sheet, bearing her signature, appears opposite in facsimile. A remarkable feature of the letter is the absence of all signs of agitation, indicated by the extreme regularity of the handwriting and the marginal line. The Queen speaks of her twenty years' imprisonment and the refusal of her requests for her papers, to make her will, and for burial in France. She protests her innocence, affirms her Catholic faith, commends to the King her son and her servants, and asks for prayers for her soul.

BEFORE THE TRAGEDY OF FOTHERINGAY: A QUEEN'S FAREWELL.

REPRODUCED BY PERMISSION OF MESSRS. SOTHERY, 34 AND 35, NEW BOND STREET, W.

laissant leurs charges l'autre faisant prier dieu
 pour une royne qui a esté nommée tres chrestienne
 & meurt chatolique desuée de toutz ses biens
 quant a mon filz ie le vous recommande autant
 quil le meritara car ie nen puis respondre
 Iay pris la hardiesse de vous enuoyer deux
 pierres rares pour la sante vous la desirant
 parfaite avec fleurissante & longue vie vous les
 receurez comme de vostre tres affectionnée
 belle seur mourante en vous rendant tesmerciemens
 de son bon cuer enuers vous ie vous recommande
 encore mes seruiteurs - vous ordonnez si il vous
 plaict que pour mon ame ie soye payée de
 l'artye de ce que me debuez & qu'en l'honneur
 de Jhesus Christ lequel ie priray demain a
 ma mort pour vous me laissez de quoy fonder
 un obit & faire les salmons requises
 ce mercredi a deux heures apres minuit

Vostre tres affectionnée & bien
 bonne seur MARI

CAPTURED BY THE BRITISH: BEERSHEBA; AND GAZA FRONT SCENES.

OFFICIAL PHOTOGRAPH OF GENERAL ALLENBY; THAT OF BEERSHEBA SUPPLIED BY SHEPSTONE.



A TYPICAL SCENE ON THE GAZA FRONT: A BRITISH OUTPOST AT SEIRAT.



ON THE WAY TO GAZA: TWO BRITISH N.C.O.'S ON OUTPOST DUTY WITH A MACHINE-GUN.



A DIP IN THE SEA FOR HORSES AND MEN: BRITISH CAVALRY ON THE PALESTINE COAST.



AN OUTPOST OF A BRITISH BRIGADE ON THE GAZA FRONT: MEN AND ANIMALS RESTING.



CAPTURED BY THE BRITISH FORCES UNDER GENERAL ALLENBY, WITH 2636 PRISONERS: BEERSHEBA—A VIEW IN THE TOWN; (INSET) THE VICTOR OF BEERSHEBA: GENERAL SIR EDMUND H. ALLENBY, K.C.B.

The War Office announced on November 2: "General Allenby reports that after a night march our troops attacked Beersheba on the morning of October 31. Whilst the infantry attacked the defences covering the town from the west and south-west, mounted troops made a wide turning movement through the desert, and approached it from the east. Beersheba was occupied in the evening in spite of a determined resistance by the enemy. The British forces captured 1800 prisoners and 9 guns. Our losses were slight in comparison to the results obtained." A later despatch, of the 3rd, gave the number

of guns taken as 15, and reported that our troops had since captured the Turkish defences west and south-west of Gaza on a front of 5000 yards, with 296 prisoners. On November 6, the War Office stated: "The operations against Gaza are continuing, and we are in contact with the enemy north of Beersheba. The total number of prisoners captured is now 207 officers and 2429 other ranks." "On Thursday (November 1)," says Reuter, "General Allenby visited Beersheba and bestowed the bar of the D.S.O. upon the Australian General commanding the Light Horse."

WITH THE ARMY ABOVE BAGHDAD: GUNNERS AND HIGHLANDERS.

PHOTOGRAPHS SUPPLIED BY C.N.



OUR VICTORY NEAR MUSAID: BATTERY MULES BRINGING UP FIELD-GUNS AND AMMUNITION-WAGONS ON THE TURKS' BEGINNING TO GIVE WAY.



SCOTLAND REPRESENTED ON THE TIGRIS AND EUPHRATES: A HIGHLAND BATTALION HALTING FOR FURTHER ORDERS WHILE ON THE MARCH.

We do not—we cannot, of course, under war conditions—know what troops are employed with the Army in Mesopotamia. It may, however, be taken for certain that units of many different regiments in the British Army are represented on that front, under one or other of Sir Stanley Maude's brigadiers. That regiments from many fighting races of India, with which Lord Kitchener during his tenure of the post of Commander-in-Chief in India "stiffened" the entire service, are in the field in Mesopotamia, we know;

several types of them have been illustrated in previous issues. Similarly with our linesmen: infantry and cavalry alike. In the lower illustration, for instance, we see men of a Highland battalion waiting during a temporary halt in the scrub country which extends widely north of Baghdad between the Tigris and Euphrates valleys. The upper illustration shows a battle-day incident—a battery drawn by mules, which bear the climatic conditions better than horses, moving up during action as fast as they can get over the difficult ground.

A ROYAL FUNERAL AT WINDSOR: THE BURIAL OF PRINCE CHRISTIAN.

PHOTOGRAPHS BY C.N.



WITH LORD FRENCH (THIRD FROM RIGHT IN FRONT) AMONG THE PALL-BEARERS: THE GUN-CARRIAGE BEARING THE COFFIN DRAPED WITH THE UNION JACK.



FOLLOWED BY THE LATE PRINCE'S CHARGER AND THE ROYAL MOURNERS: THE CORTÈGE ON ITS WAY THROUGH THE GROUNDS OF WINDSOR CASTLE.



ROYAL MOURNERS: THE KING BETWEEN PRINCE ALBERT AND THE DUKE OF CONNAUGHT, FOLLOWED BY PRINCE HENRY BETWEEN THE MARQUESS OF CAMBRIDGE AND ADMIRAL THE MARQUESS OF MILFORD HAVEN.

The funeral of the late Prince Christian took place at Windsor on November 1, with military honours. The coffin, draped with the Union Jack, on which was placed the Prince's plumed hat and a wreath of laurel, was borne on a gun-carriage through Windsor Park and town to King Henry, the Eighth's Gate of the Castle. The Prince's charger was led behind the gun-carriage, followed by the King and other royal mourners on foot. The pall-bearers were Lord French, General Sir Ian Hamilton, General Sir Arthur Paget, Lieut-General Sir John Maxwell, Lieut-General Sir John Cowans, and Lieut-General Sir

Henry Wilson. After the coffin had been carried into St. George's Chapel, the Prince's coronet and Orders were laid upon it. By the request of Princess Christian there were only a few wreaths. A cross of white flowers was carried just behind the coffin in the procession. At the close of the service, buglers of the Coldstream Guards sounded the "Last Post." By Prince Christian's own wish they also sounded the *Rouelle*, and the bands in the Horseshoe Cloister played the air of "John Peel." The Prince had been Ranger of Windsor Great Park, and took great interest in sport and country life.

BOMBED AND DECORATED AT TWO DAYS OLD: A DUNKIRK BABY.

DRAWN BY J. SIMONT.



THE YOUNGEST VICTIM OF GERMAN AIR BOMBS: A NEW-BORN INFANT IN A DUNKIRK MATERNITY HOSPITAL WEARING THE RIBBON AWARDED TO THE WOUNDED.

A tiny baby was among the victims of recent German air-raids on Dunkirk. The war correspondent of the "Echo de Paris," M. Eugène Tardieu, wrote recently from that town: "The Boches made a dead set with bombs on the Maternity Hospital, which has been wiped out. . . . A baby, two days old, was wounded and mutilated. The ribbon of the *mutiles de la guerre* has been pinned to its swaddling clothes. It is certainly the youngest of all." Dunkirk has frequently been raided by German aircraft. Regarding

one of the most recent occasions, a French communiqué of November 1 stated: "Enemy aeroplanes bombarded Dunkirk on the night of the 31st. Only slight damage was done. There were no casualties among the civilian population." The French communiqué of November 2 stated: "As a reprisal for the bombing of Dunkirk, 17 of our aeroplanes dropped 2500 kilogrammes (2½ tons) of bombs on the town of Offenbourg, Grand Duchy of Baden."—[Drawing Copyrighted in the United States and Canada.]

THE VICTORY WHICH MADE THE GERMANS RETREAT FROM THE CHEMIN DES DAMES: AT MALMAISON FORT; BOY PRISONERS.

FRENCH OFFICIAL PHOTOGRAPHS

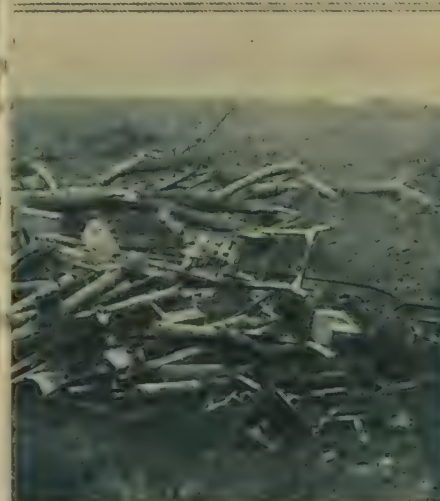
AND DRAWING BY LUCIEN JONAS.



TYPES OF THE YOUTHFUL CAPTIVES FROM THE PRUSSIAN GUARD AND VARIOUS GERMAN REGIMENTS: BOYS, MOSTLY UNDER EIGHTEEN.



NEAR A FORTIFIED FARM-STRONGHOLD AT VAUDEZON: ABATIS OF FELLED TREES



A DUMP OF CAPTURED GERMAN MACHINE-GUNS, WITH IN THE BACKGROUND.



AS THEY ARRIVED IN THE "CAGES" AFTER MARCHING FROM THE BATTLEFIELD: SOME OF THE THOUSANDS OF PRISONERS



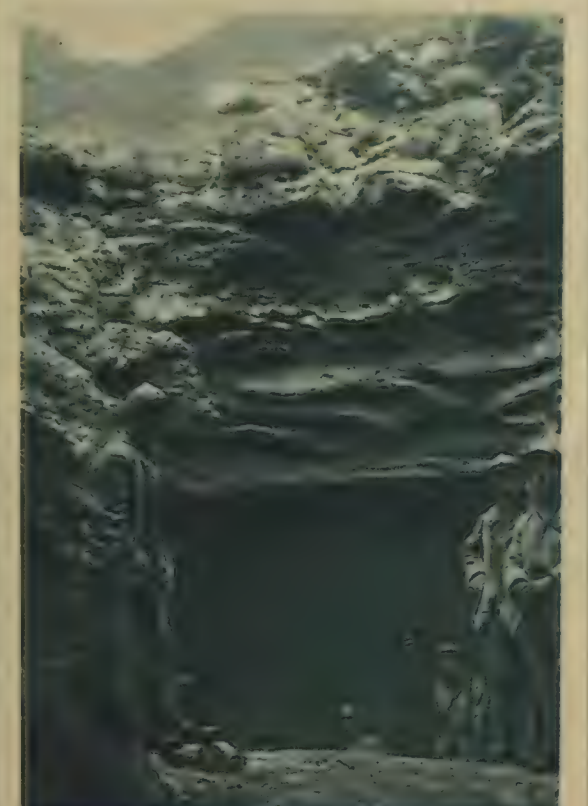
AFTER BEING BATTERED NEARLY SHAPELESS BY THE FRENCH BOMBARDMENT: IN FRONT OF FORT MALMAISON.



ON THE WAY TO CAPTIVITY: GERMAN PRISONERS DRAGGING ONE OF THEIR OWN



TRENCH-MORTARS—IN THE BACKGROUND, ONE OF THE PRISONER-COLUMNS PASSING.



STORMED BY FRENCH BOMBERS: AT THE ENTRANCE TO ONE OF THE UNDERGROUND PASSAGES BELOW MONTPARNASSE OUT-WORK.

The brilliant victory of October 23-25, won by General Maistre and the French Sixth Army on the Aisne Front, across the high plateaux between Soissons and Laon, resulting in the capture of 11,000 prisoners, including numbers from three divisions of the Prussian Guard, and 180 guns, had on the night of November 1 a surprising and dramatic sequel. The French official communiqué of November 2 records it as follows: "The results of the victory of Malmaison have soon become apparent. The enemy, threatened on his right, pressed by our infantry, crushed by our artillery, which unceasingly bombarded from the captured positions his organisations to the south of the Ailette, was forced to abandon the Chemin des Dames, to which he had held on for six months past, on a front of about 20 kilometres (12½ miles) from Froidmont Farm as far as the east of Craonne. Our troops, descending

the slopes to the north of the Chemin des Dames, occupied the German positions on a depth exceeding in places one kilometre." The retreat was at the same time officially admitted by the Germans in these words, in an official Berlin message: "Unnoticed and undisturbed by the enemy, we systematically withdrew our lines from the hilly front of the Chemin des Dames during last night." In the battle of October 23, Malmaison Fort was the key of the German central position. It was exceptionally strongly held, three divisions of the Prussian Guard being allotted to that sector. The fort was battered to ruins by the French, artillery, and stormed by the Zouaves with bomb and bayonet. Boy Prussian Guard prisoners with others are seen in the first illustration, identified by the double-braid tab on the coat collar. Montparnasse, where the sixth photograph was taken, is an outlying work close to Malmaison.

SCIENCE AND NATURAL HISTORY

IN QUEST OF
THE BOOKOF SACRED
SCIENCE.SEEKING THE GOLDEN FLEET WHICH SCITAS BELIEVED TO BE A ROLL OF
PAPYRUS ON WHICH WAS WRITTEN THE SECRET OF GOLD-MAKING: THE ARGONAUTS.

SCIENCE JOTTINGS.

BENT ARM AND STRAIGHT ARM.

IF one watches with observant eyes the action of a cricketer throwing in from long-stop, long-on, or deep field, or of a country boy—the town-bred street-arab is said to have lost the art—shying stones at birds, one sees a very complicated series of movements. The throwing hand, whether it be the right or the left, is raised but only a little, above the head, with the missile grasped loosely by the fingers. At the beginning of the throw, the knees are slightly bent, and the feet are separated by a stride forward of some two feet. The body from the waist upward is inclined backwards at a slight angle from the vertical; then it is brought forward with gradually increased speed; while the arm and forearm, now fully extended, are slightly rotated. At the end of

a forward stride, his knees are not bent, but firmly braced. Both his arms are from the beginning extended to the utmost limit, but the throwing arm is kept in rear of the body and as close as may be to the side. The other is stretched forward above the head at a slight angle from the vertical, and, like the other, is kept perfectly rigid during the whole movement. The actual throw is accomplished by raising the throwing arm above the head, thus describing a circle of which the shoulder is the centre, and at the same time bending the body sideways from the waist only, while the arm not engaged in throwing descends as the other rises. The missile is released at about the same point in the arc as in the case of the cricket-ball, but no attempt is made to impart to it any sort of spin. The mechanical model of the action is to be found not in the sling, but in the catapult used by the Greeks and Romans of classic times, and still employed on cricket grounds for mechanical bowling

the battles round Lens—for half an hour without stopping. Moreover, the slightly higher trajectory induced by the straight-arm method is an advantage in bomb-throwing instead of a disadvantage, as it would be in cricket; while in the first case the missile is not required to arrive with sufficient force to knock down a wicket, as it should in the second. Yet, when all is said, it is because it is less tiring to the thrower that the straight-arm throw was finally adopted.

That this should be so depends on a very curious phenomenon. For some reason which has never yet been adequately explained, the flexor or bending muscles, though capable of developing great energy for the moment, cannot continue at work for anything like the same length of time as the extensor or straightening ones. This can be shown at once by

FRENCH FISHERMEN DOING SPLENDID SERVICE, LIKE THEIR BRITISH COMRADES RECENTLY THANKED BY PARLIAMENT:
MINE-SWEEPERS AND PATROL-BOATS LEAVING THE PORT OF ST. PIERRE, BOULOGNE.

After a Water-Colour by Charles Fouqueray.

the throw, when the hand opens and the missile departs, the whole body is stiffened, and its weight rests on the forward foot. Until then nearly every muscle of the body is employed, from those of the fingers of the throwing arm to those of the calf and ankle of the opposite leg, and plays its part in giving the gradually increasing momentum. To use a mechanical simile, the body of the thrower resembles a sling, the cords of which are at first without stiffness, but are rigid at the moment of delivery. Even the rotatory movement of the throwing arm is in some sort paralleled by the square hole cut in the leather of the sling, which, by keeping hold of the corners of the missile till the last second, imparts a slight spin to it, and thereby protects it against lateral deviation.

How different, now, is the attitude which our experience in France and Belgium has compelled our soldiers to adopt in the hurling of the bombs or grenades which form so large a part in the equipment of the modern infantryman. Although the feet of the bomb-thrower, as of the cricketer, are separated by

at the nets. From this the missile is discharged from a cup fixed at the end of a rigid arm of wood or metal which is impelled by the release of a spring through the greater part of a semicircle.

Why, now, have our Army had to change from the style of throwing which most of them learned in their infancy into this straight-arm method? The distance is not the cause, for the uttermost limit for bomb-throwing in the field is not half the ninety-five yards which we used to think a good throw for a cricket-ball in school sports; and, besides, a practised cricketer adopts precisely the same action for a throw-in from, say, cover-point or the slips as for a much longer shot. But it was found by the best of all tests that it was impossible for a man to keep on throwing bomb after bomb by the old bent-arm or cricket-throw method without becoming so exhausted as to lose all sense of direction or elevation; and this was fatal when he was required to keep up a stream of bombs—as one officer actually gained the Victoria Cross by doing at (I think) one of

the ergograph of Mosso, where the hand, placed palm upwards on a board, raises by bending the middle finger a weight suspended by a cord terminating in a ring passed over the finger-end. At first the weight is lifted easily enough; but, if the experimenter be pressed to continue the exercise, the rate of lifting becomes less and less until at last it stops altogether, although the finger can still be extended without difficulty even after the ring is removed. Is this a reminiscence of the time when man's precursor had need of a sudden contraction of the flexor muscles of his arms and hands to pull himself up to the tree-top where he was safe from his enemies, whereas the extensors, being used mainly in cautious descent or in meditative swinging from a branch, had to be capable of more continuous but less sudden exertion? This would also explain why woman, who in the same far-off days was accustomed, if all tales be true, to huddle with her sister-wives round the trunk of the tree on the top of which dwelt her lord and master, still attempts to throw a stone or a ball with a straight instead of a bent arm. But I must stop, lest I should say what I ought not. F. L.

THE PREY OF THE "CROCODILES": THE FLAG OF ZEPPELIN "L 49."

PHOTOGRAPH BY MME. AND MME. LANSARD-HUGNY.



FOUND IN ONE OF HER "POWER-EGGS": THE FLAG OF ZEPPELIN "L 49" DISPLAYED BY ONE OF THE FRENCH AIRMEN WHO BROUGHT HER DOWN.

Several photographs of Zeppelin "L 49," one of those brought down in France after the ill-fated raid on England, appeared in our last issue. Here we give another, which is of special interest as showing the captured airship's flag. One of the French airmen of Squadron N 152 (nicknamed "the Crocodiles") who forced her to land, climbed into the Zeppelin, and in one of her "power-eggs" discovered the flag, which he triumphantly displayed to his compatriots below. A French account of her capture says: "The Zeppelin . . . descended on a clump of trees at a place called Les Cornets, in the

commune of Serqueux, a few kilometres from Pourbonne-les-Bains, in Haute Marne. The captured crew belong entirely to the German Navy. The commander, Captain-Lieutenant Gayer, aged 28, said that he was making a good return flight from the raid on England. At dawn he believed himself to be near Holland or Westphalia. It was not till 8 a.m. that he became certain that he was over France. Moreover, he was attacked at that moment." The flag shown is the first Zeppelin trophy of the kind that as far as has been made publicly known, has been captured.

ANTI-U-BOAT AIR-CRUISERS; CONVOY ESCORTS: FRENCH DIRIGIBLES.



1. COMMUNICATING WITH AN ISOLATED LIGHTHOUSE AT SEA: A PHOTOGRAPH TAKEN FROM A FRENCH DIRIGIBLE.

2. MANŒUVRING TO APPROACH A SHIP: THE CREW OF A FRENCH DIRIGIBLE, FLYING OVER SEA, ON THE FORE-PART OF THE CAR.

Airships are more useful for sea-patrol work than they are over land, as the Germans have discovered to their cost. Britain (as our readers will see from a double-page in this number) employs dirigibles of a small *vedette* type for sea-scouting. Those of France are much larger—veritable air-cruisers. Describing them recently in "L'Illustration," M. Raymond Lestonnat writes: "Near the coast, to guard channels or detect

mines, the dirigible acts in *liaison* with ships well enough armed to prevent enemy submarines from using their guns. . . . French dirigibles are fitted with at least two motors, strong and light, which give them great speed, and their petrol-supply ensures them an extensive range of action. Over land it would be rash to expose them to anti-aircraft fire, but at sea they have nothing to fear from the German submarine,

[Continued opposite.

THE FRENCH AERIAL NAVY: ON BOARD A DIRIGIBLE IN FLIGHT.



1. SHOWING THE TWO MOTORS AND THE UNDER-PART OF THE ENVELOPE: SOME OF THE CREW AT THE STERN OF A DIRIGIBLE.

Continued. 2. EXECUTING REPAIRS DURING FLIGHT: A MECHANIC ON BOARD A DIRIGIBLE MENDING THE PORT MOTOR WHILE THE AIRSHIP PROCEEDS WITH THE OTHER.

their only foe, which has great difficulty in firing at a high target. Dirigibles can thus be used for long-distance reconnaissances and in chasing submarines out of sight of shore or any ship. With a single engine they can still go at a good pace, and, in case of a total breakdown, they carry an outfit sufficient to effect necessary repairs in the air without descending to the surface of the sea. Seaplanes in case of breakdown are

compelled to come down in the open sea and are doomed to almost certain destruction. From this point of view, the dirigible has an advantage over the seaplane which justifies its use for long cruises. Submarines generally submerge directly they sight a dirigible, not daring to engage her, and sink to a depth of at least 30 metres (about 100 ft.) so as to be invisible. Large dirigibles escort convoys of ships armed for defence."

"BETWEEN 40 AND 50 PER CENT. OF THE GERMAN SUBMARINES . . . HAVE BEEN SUNK": A TYPICAL INSTANCE.

FROM THE PAINTING BY CHARLES PEARS, R.O.I.



"THE 'BLIMP' TOLD THE DESTROYER, AND THE DESTROYER DID THE REST": A BRITISH WAR-SHIP, SUMMONED BY A COAST-PATROL DIRIGIBLE, SHELLING A GERMAN SUBMARINE.

Sir Eric Geddes, the First Lord of the Admiralty, said in his recent speech on the Navy: "Since the beginning of the war—and these are entirely new figures which I think will be interesting to the House—between 40 and 50 per cent. of the German submarines commissioned and operating in the North Sea, Atlantic, and Arctic Oceans have been sunk. During the last quarter the enemy have lost as many submarines as they lost during the whole of last year, 1916. . . . The figure I am able to give is important because it shows that we are really making progress." Our illustration, which the artist entitles—"The 'Blimp' told the destroyer and the destroyer did the rest," shows one way in which a German U-boat is dealt with. One of the small British coast-patrolling airships (which it is interesting to compare

with the larger French type shown on another page in this number) has sighted a submarine and summoned to the spot a British destroyer. The destroyer, racing up at full speed, is seen shelling the conning-tower of the submarine as she submerges, doubtless with fatal effect. Regarding the anti-submarine work of the R.N.A.S., Sir Eric Geddes said (in the speech already quoted): "Any statement on the Navy would be incomplete without a tribute to the Royal Naval Air Service in operation over the sea. They are the terror of the submarine. During one month the aircraft patrol round the British coast alone is more than five times the circumference of the earth."—[Copyrighted in the United States and Canada.]

OUR ARTILLERY IN THE MUD OF FLANDERS: MAN-HAULING A FIELD-GUN.

DRAWN BY FRÉDÉRIC DE HAENEN FROM AN OFFICIAL PHOTOGRAPH.



CROSSING A BATTLEFIELD IN POURING RAIN, THROUGH MUD NEARLY TO THE AXLE-TREES: HEAVING A GUN FORWARD WITH DRAG-ROPES, WHILE THE TEAM-HORSES WAIT NEAR BY.

Immediately the day's objectives have been won, and often while the infantry are still at close grips with the enemy beyond the former German advanced lines, some of the field artillery batteries, after assisting in the barrage, are on the move to firing-stations yet nearer the enemy. They have to get there 'whatever may be the difficulties of the ground in present weather conditions. As correspondents' letters have described, the entire surface on all Flanders battlefields has become since the October rains little more than a vast, swampy morass or bog of mud, deep and soft, slippery, slimy, and clinging,

in which, in places, horses sink to the belly and have practically to be levered up on to firmer patches. Everywhere, also, the mud is churned up by falling projectiles, and pitted at every few yards with gaping shell-craters, full of water up to a man's arm-pits many of them, some yet deeper. Across it all the batteries flounder, regardless of consequences, going forward by the shortest way to their new posts. Here we see a gun so badly bogged that its horses and limber have had to leave it temporarily, to be hauled out with drag-ropes.—[Drawing Copyrighted in the United States and Canada.]

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LITERATURE.

"The Future of the Southern Slavs."

The danger of writing books that put forward a definite plea for territorial revision in war-time, when countries are fighting for their life and must give all that they have and much that belongs to others in order to preserve it, is that they may come up for review at a moment when their discussion is a matter of great delicacy. Mr. A. H. E. Taylor's work, "The Future of the Southern Slavs," provides a case in point. It is very difficult at the time of writing to criticise Italy's Adriatic ambitions, particularly in the light of the agreement under which she entered the war. The whole superstructure of her efforts on the Alpine summits and along the road to Laibach and Trieste has been levelled to the ground, and when an Ally is struggling with adversity it is not opportune to consider whether claims based frankly upon "a freedom from all preconceptions and prejudices and from every sentiment save that of sacred egoism for Italy" are opposed to reason and morality. These words quoted were said to the officials of the Italian Foreign Office when Signor Salandra took charge in October 1914. The Italian population of Dalmatia is three per cent. of the whole; in Trieste the Italians largely outnumber the Slavs and Germans; but in Istria they are not half the population, in Gorica-Gradiska little more than a third, and in Carniola they do not count. It is not difficult to agree with Mr. Taylor that no sane scheme of rearrangement could keep the Slavs from the freedom of the Adriatic: it is very difficult to agree with him when he says that King Nicholas has played "a great and noble part" for his country (Montenegro). Enlightened Montenegrin opinion would hardly endorse the latter verdict. Of Bulgaria Mr. Taylor writes faithfully, and does well to expose the harm that these friends of the Prussians of the Balkans have done in the past, are doing in the present, and will continue to do until their long overdue punishment envelops them. The

Jugo-Slav Committee will find its propaganda capably set out in this book; but we do not find in its pages any statesmanlike grip of the difficulties underlying counsels of perfection. Mr. Taylor's assumption of a complete dismemberment of Austro-Hungary as a result of this war is the basis of many of his arguments, and we think it is too daring. The claims of Serbia, real and genuine as they are, will not be helped by extravagance. It will hardly be more possible in the future than in the past to give any Balkan State

case, an adequate history of Serbia, a careful study of the Adriatic question, and some plain speaking about the unspeakable Bulgar, the book has definite claims upon the student of the Balkans. Those of us who know the country even slightly, and something of the temperament of the inhabitants, may be excused if we decline to believe that even Mr. Taylor's proposals would in their entirety lay the foundations of lasting peace in the Near East, where the mercilessly persecuted of to-day is the ruthless oppressor of to-morrow.

"Modern Whaling and Bear-Hunting."

Mr. W. G. Burn Murdoch, whose "Modern Whaling and Bear-Hunting" (Seeley, Service) is the jolliest book of voyages and adventures we have read for long, is an author and explorer of many accomplishments. He has a gift with pen and pencil, understands music and (if we mistake not) plays the pipes, can handle a gun and also a harpoon, and not only loves an adventure, but has the wit to turn it to business account. A few words on this last point are necessary for proper appreciation of the present volume, and also its title. The smaller whalebone and the sperm or cachalot of the Atlantic and Southern Seas have practically been left alone for forty years, owing to various economic causes. In 1912 came to an end the hunting of the Greenland Right whale, which had become extremely wary, while prices of oil and whalebone had fallen to a low figure. Not so very long ago, Greenland whalebone brought £2000 or £3000 a ton, so that a single whale, with a ton in its mouth, paid the expenses of a trip. Now the whalebone of the Southern Right whale, which is occasionally caught, is worth about £85. In this way closed the history of whaling, old style. But fifty years ago Captain Svend Foyn, a simple, gruff Norwegian of whom Mr. Burn Murdoch has amusing stories to tell, invented a harpoon, shot from a gun, for the "Finners," or "Rorquals," the *Balaenoptera Musculus*, *Balaenoptera Borealis*, and the *Balaenoptera Sibbaldi* or Blue whale

(Continued overleaf).



WOMEN-WORKERS WELCOME THE QUEEN: HER MAJESTY AT WOOLWICH.

The Queen, whose interest in women-workers is unceasing, recently visited Woolwich Dockyard, where she was received by Major-Gen. Sir John Stevens (Director of Equipment and Ordnance Departments) and other officials. The whole of the girls and women-workers sang the National Anthem, and a young girl presented her Majesty with a bouquet. Colonel Davies (Chief of the Ordnance Office), Colonel P. Hale Wortham C.B. (Chief Inspector of Equipment and Stores), the Lady Superintendent (Mrs. Harwood), and Mr. G. A. Sawyer were presented to the Queen.—[Photograph by Topical.]

everything it claims, for in the Balkans everybody asks more than he expects, and is prepared to take less and be happy. More than this it would not be wise to say; and doubtless, if Mr. Taylor were writing his book to-day, many of the reservations at present lacking would find a place. But for an elaborate statement of the Jugo-Slav

history of whaling, old style. But fifty years ago Captain Svend Foyn, a simple, gruff Norwegian of whom Mr. Burn Murdoch has amusing stories to tell, invented a harpoon, shot from a gun, for the "Finners," or "Rorquals," the *Balaenoptera Musculus*, *Balaenoptera Borealis*, and the *Balaenoptera Sibbaldi* or Blue whale

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(Continued)

of the Southern Seas—great fellows, from fifty to ninety feet, and a corresponding number of tons in weight, who were too strong and too heavy to be killed in the old style from row-boats, and before Foyn's day had not been hunted. Old Svend died worth a fortune. Returning from their Antarctic voyage in 1892-93, Dr. W. S. Bruce and Mr. Burn Murdoch reported the immense numbers of finners they had seen, and urged the merchants of Edinburgh to take up their hunting. But our business men

a photographer, though we gather he himself would call that only a hobby.

Red Cross Transport in Serbia.

The adventures of a transport officer in charge of a woman's Red Cross ambulance unit on duty with the Salonika Army, amid the wilds of the Serbian borderland during the Monastir campaign, should make good and attractive reading. They certainly do so in a book just published—"At the Serbian Front in Macedonia," by E. P. Stebbing (The Bodley Head), dedicated "in sympathy and admiration" to "H.R.H. the Crown Prince of Serbia and his soldiers, a gallant band of brothers who are fighting magnificently and doggedly against desperate odds." With regard to the Serbs, Mr. Stebbing had repeated opportunities of seeing their fiery, dauntless heroism in battle after battle, all through the hard mountain fighting which resulted in the driving of the Bulgars and Germans in headlong flight out of Monastir. He writes as an eye-witness, often describing personal experiences under fire in awkward situations, and his way of telling his adventure stories is very taking. The Serbian battle-scenes comprise the second half of the book. Even more out-of-the-way and romantic is the first part, describing how Mr. Stebbing got out to Salonika with his charge, and following on that the really wonderful way in which he managed to rush his elaborate and cumbersome load of hospital gear and other paraphernalia up to the fighting line. Holding a university appointment when the war

transport could be obtained, and that only more or less by chance. Queer experiences and bold circumventing ruses make up a story that in places holds one with almost the thrill of a novel. The book's interest is enhanced by a large number of photographs—camera snapshots taken by the author.

The memorial service for Freemasons who have fallen in the war, which was held in St. Clement Danes Church, in the Strand, on Sunday afternoon, Oct. 28, was a very impressive function, largely attended by Masons wearing Craft clothing. The sermon was preached by the Right Reverend the Lord Bishop of Birmingham, D.D., Grand Chaplain; and the Grand Organist, Brother Charles H. Lloyd, Mus.Doc., gave a short organ recital. The service was held under the auspices of the St. Clement Danes Lodge, of which the Rector, Brother W. Pennington Bickford, M.A., is Chaplain. Brother Lieutenant-General Sir Francis Lloyd, K.C.B., C.V.O., and many other distinguished Masons were present, and the church was beautifully decorated. The collection was given to the Freemasons' War Hospital.



BELGIAN RIFLE-SHOOTING PRACTICE AT A CAMP IN REAR OF THE FLANDERS FRONT: A MARKER-TELEPHONIST ON DUTY NEAR THE TARGETS.—(French Official Photograph.)

fought shy, and the great industry of modern whaling in South Georgia and South Shetlands was developed by Norway, which reaped its profits. The catch in a recent year—430,000 barrels of oil, 8375 tons of guano—was reckoned at the gross value of £1,360,000. In 1913, however, the author found whales at the Seychelles in great numbers, and the St. Abbs Whaling, Ltd., of which he is chairman, started a modern whaling station there, and had launched its enterprise successfully when war broke out and temporarily suspended it. These are the dry business bones of a story which Mr. Burn Murdoch clothes with adventures of the sea and the ice—battles with the rorquals, excursions after Polar-bear, tales of modern Vikings, ugly moments on the floes, all delightfully varied with the observations of an explorer and naturalist who from his own experience can compare conditions in the Arctic and the Antarctic. His thumbnail sketches match his text in vividness, and we must not overlook his accomplishment as

broke out, it took him at the outset two years to obtain leave to go to the front at all, though he had roughed it abroad and in India in earlier days. He was appointed at length transport officer to a Scottish Women's Hospital unit, and had to take his equipment and gear out in a transport at the shortest possible notice. His experiences of the difficulties at the start, half the equipment being behind time in arriving, while he himself was rebuffed at the port of embarkation by both naval and military shipping officers, makes an amazing story. The journey across the Mediterranean at the time when the German submarine menace was at its worst is vividly told; also the pillar-to-post series of adventures at Salonika itself before a landing-place for his



THE MAN WHO "HELD UP" THE GERMAN CAPTAIN OF ZEPPELIN "L49" AND PREVENTED ITS BEING SET ON FIRE: JULES BOITEUX, A VETERAN RECENTLY DISCHARGED FROM THE COLOURS FOR AGE. Boiteux, who, on returning to civil life, went back to his former trade, was out shooting when the Zeppelin came down near him. The German captain was about to fire a "light-ball" into the envelope when Boiteux covered him with his gun, and made him fling down his pistol.

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JUDGED by some recent utterances of the German Press, it is beginning slowly to dawn upon the Huns themselves that the sufferings they have inflicted upon Serbia are unparalleled in their horror. Let them be convicted out of their own mouth.

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NEW NOVELS.

"Beyond." If Mr. John Galsworthy's irony has been at work as usual in "Beyond" (Heinemann) he has buried it so deep under the perverid excitement of his story that the reader may be forgiven for missing it altogether, and seeing nothing but the love problems of the little group of characters. "Beyond," it may as well be said at once, is not a temperate book. It fails to hold the balance between the great sex-interest and all the other interests of life. Its subject is torn from the context. We saw something of this one-sided method in "The Dark Flower," where passion was everything, and nobody could have guessed that there are such things as children, and that they usually come in somewhere and come in the reckoning. There the couples were quite conspicuously barren; here they are as conspicuously parental—and more parental than married, by the way. Major Winton had a natural daughter, by a woman whose loss he never ceased to feel and deplore. Gyp, the daughter, grew up and married a violinist, who was a faun, with a faun's haphazard infidelity. His fiddle had charmed Gyp into marrying him, and when he was cumulatively rude to her friends, cruel to her baby, and unfaithful to herself, she left him. Incidentally, she helped Daphne Wing, the little Cockney dancer whom he had betrayed, through her trouble. Daphne's baby died, and Daphne went back to the violinist, who, though light, had not ceased to love his wife. Gyp subsequently fell in love with a young man who interested her, no doubt, but who is only a dummy in the action of the book. Mr. Galsworthy, perhaps feeling that such a man would fail to hold such a woman, disposes of him by a convenient accident. The passion of love, it will be observed, rides rough-shod over everybody. If this be the truth about life, it is not the whole truth. It is surprising to find Mr. Galsworthy taking narrow views, but breadth it is that is lacking in "Beyond."

"The Dwelling-Place of Light." The emotional emphasis that American novelists affect—knowing, presumably, the exact taste of their public—is prevalent in "The Dwelling-Place of Light" (Macmillan), and this is curious, because hitherto Mr. Winston Churchill has exercised some restraint in this matter. Paradoxically, an unbridled sentimentality is more rampant in the strike scenes than in its more natural environment, the love-story of Janet and Ditmar, although it certainly prances in

Maturin's religion. "I like to think of God as light, Janet, and that we are plants seeking to grow towards Him. . . . Even in our mistakes and sins we are seeking Him, for these are ignorances, and as the world learns more we shall know Him better and better. . . . That is beautiful," said Janet at length. "The Dwelling-Place of Light" will gratify many people, for its moral reflections will be, to them, a pleasing corroboration of their average thoughts on average subjects.



ON THE WESTERN FRONT: A ROADSIDE STREWN WITH ENGINEERS' AND RAILWAY-MEN'S SUPPLIES.
Australian Official Photograph.

Mrs. Maturin's dealings with Janet and her baby. It is needless to say that Mr. Churchill has a plot well chosen and well worked out, and it seems a pity that he should let the convention of emotionalism run away with him. The struggle between capital and labour is worth working out into a truer and more enlightening touch than all this review of the strong man "up against" the starving woman and child, and the Militiaman brutally mishandling the striker. In the end we get the consolations of Mrs.

decadent, by common consent, a little more than three years ago—the generation that, reared with such tender pains by the equally despised generation immediately preceding it, and given with dedication and devotion, is enduring the ordeal of the war with so great singleness of heart. Miss Sinclair gives us the failures of the generation before, and, in a grim little contrast between Frances, the mother, and the grandmother, a suggestion of their cause. Nobody must fail to read "The Tree of Heaven."

"The Tree of Heaven." Nothing declares Miss Sinclair's position among contemporary women writers better than the detail work in "The Tree of Heaven" (Cassell). Her place in the front rank of novelists was assured long ago by "The Divine Fire"; but though in that contemplation of genius she dominated other writing Englishwomen, there remained the question whether the achievement could be repeated. It has been repeated. "The Tree of Heaven" is in all respects as finished, as perfect a performance. There is not a character which is not brilliantly conceived, and consistently carried out. The book is a masterly analysis of some English people—those English whose individual quality is so perplexing to other nationalities, and whose psychology has been a stumbling-block to so many highly scientific and painstaking psychologists. There is no more fatal mistake than to generalise about the English, and Miss Sinclair's little gallery of character-studies shows the reason why. So much for the broad view of her people. The scheme, the root motive of the novel, is a vindication of the present generation—the generation that was condemned as neurotic and

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IN THE HIMALAYAS.

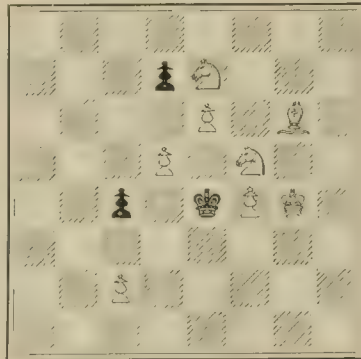
DURING the summers of eight years between 1898 and 1912 Dr. and Mrs. Bullock Workman explored patiently, skilfully, and successfully the mountains of Kashmir from Pyramid Peak to the west as far as the Siachen, or Rose Glacier, in the east, starting by way of Rawal Pindi and far-famed Srinagar, and overcoming en route the many difficulties that seem to afford delight to mountaineers. All these Himalayan expeditions have been described in books, and the latest work "Two Summers in the Ice-Wilds of Eastern Karakorum" (Fisher Unwin), is the record of the exploration of nineteen hundred square miles of mountain and glacier. There is a very pleasant flavour about this handsome volume, perhaps because it was to have appeared in the autumn of 1914, and is enriched with nearly one hundred and fifty of the most striking photographs of mountain scenery that have been published for a long time. The Eastern Karakorum is far removed from a world at war; its profound silences and manifestations of Nature's work on the vastest scale come with a sense of tranquillity and repose to the reader; while, if neither Dr. Workman nor his brave wife is the possessor of the art of fine writing, the book is not difficult to read. Many of the conditions of life in the Himalayan villages are a replica of those familiar to the traveller in Africa. The crowds of sightseers, the claimants for medical aid, the occasional hospitality—all these are common to both continents, and the interest of their recital is not lost by repetition. But it was not in many hospitable places that the lines of the explorers were cast even more than the written words the photographs tell the story of the inhospitable world through which they made determined way. There were exciting moments not due to the surroundings, as when, with the best intentions, the *khanasamah* made the explorers a soup of belladonna ointment. The book is in three parts. The first, dealing with the 1911 expedition, is from Dr. Workman's pen. Part II., the exploration of Siachen, the Great Rose, the world's longest non-Polar glacier, is by Mrs. Workman, who, though accompanied by her husband, was on this occasion the leader of the expedition. The last was made from Goma, in Baltistan. A bad accident happened in a crevasse on Bilaphond Glacier, one of the porters losing his life and Mrs. Workman having a narrow escape. The tragic incident gave rise in Europe to the report that Dr. Workman had been killed. Among the important results attained by Mrs. Workman's expedition were the mapping of about 850 square miles of mountain territory, the exploration of the glacier from end to end, and the establishment of the relation of the Eastern Karakorum and Indus watershed to that of Chinese Turkestan at the north and east Siachen sources. In the third part of the book Dr. Workman describes the geographical features of the Belaphond, Siachen, and Kaberi basins and glaciers, and appendices are given to notes on the rock specimens collected and the construction of the Siachen map. The authors of a really entertaining work would have lost nothing by leaving out of the story their differences with explorers, travellers, mountaineers, and sections of the general public.

CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

I S WESLEY (Exeter).—There does not appear to be a second solution of your problem in, but there is a damaging dual after 1. P to B 4th; 2. Q to Q 7th (ch) and 2. K to Kt 5th both lead to mate.
A W BROWN (St. Augustine, Fla.).—Thanks for problem; but three successive checks required for its solution is quite fatal.
EMERIO PENTEADO (Santos, Brazil).—Your problem to hand, with thanks.
B GRIFFIN (Dorchester).—Your alternative line of play shall be examined.
E ANNABLE.—We will try, and let you know at the earliest opportunity.
F TAYLOR (Plymouth).—Thanks—we will examine your game and report.

PROBLEM No. 3772.—I Y G. STILINGFLEET JOHNSON
 WHITE



BLACK.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3769, by H. L. F. MEYER.

WHITE

1. P to K Kt 4th
2. Kt to Q B 4th (ch)
3. P or B mates

BLACK

1. K to K 4th
- Any move

If Black play 1. K to B 3rd, 2. B to Kt 2nd (ch); and if B to K 6th, then 2. Kt to Q B 4th etc.

CORRECT SOLUTION OF PROBLEM No. 3763 received from J B Camara (Madras); of No. 3764 from J B Camara and F W King (Malta); of No. 3766 from Stapleton, J D Williams (Wood Green), C W Moore, and C Field (Athol, Mass., U.S.A.); of 3768 from Stapleton and G P R; of No. 3769 from Mark Dawson (Horsforth), W Q Salisbury-White (Birstall), L Stanley Kettlewell (Birmingham), J Isaacson (Liverpool), J C Stackhouse (Torquay), Dyer Drakeford (Brierly Hill), N R Dharmavir (Pudham), A H Cameron, J D Williams, Captain Challice (Great Yarmouth), Jacob Verrall (Ridgely), W S Phillips (Dundee), Supt. T Palmer (Church), W R Tebb, Stapleton, and F C Thomson (Wardale).

CORRECT SOLUTIONS OF PROBLEM No. 3773 received from G Stillingfleet (Johns in (Seaford), H Grasset Baldwin (Farnham), J S Forbes (Brighton), J Fowler, H S Brandreth (Weybridge), Rev. J Christie (Birlingham).

G Sorrie (Stonehaven), P R Burt (Bournemouth), C H Haviland (Frimley Green), N R Dharmavir, E Judson Page (Exeter), M E Onslow (Bournemouth), J C Stackhouse, G Jones (Chelmsford), G F Gardner, F R Allboy, Rev. Wynne Walsen (Hilford), A W Hamilton-Gill (Exeter), L Stanley Kettlewell, F Drakeford (Branpton), W Dyer Drakeford (Brierly Hill), and J Boam (Chelmsford).

CHESS IN HAVANA.

Game played in a triangular tourney between Mr. C. S. FOWELL, of the Brooklyn Chess Club, and S A R J CORZO and R. ELANCO, of the Havana Chess Club.

(By L. J. J.)

- | WHITE (Mr. C.) | BLACK (Mr. H.) | WHITE (Mr. C.) | BLACK (Mr. H.) |
|------------------|----------------|-------------------|----------------|
| 1. P to K 4th | P to K 4th | 9. P takes Kt | P to K B 4th |
| 2. Kt to K B 3rd | Kt to Q B 3rd | 10. P to K R 4th | Kt to K 5th |
| 3. B to Kt 5th | P to Q R 3rd | 11. P to K Kt 3rd | P to B 4th |
| 4. B to R 4th | Kt to B 3rd | 12. P takes P | Q to B 2nd |
| 5. Castles | Kt takes P | 13. B takes Kt | Q P takes B |
| 6. P to Q 4th | P to Q Kt 4th | 14. P takes K P | Q takes K P |
| 7. B to Kt 3rd | P to Q 4th | 15. Kt to Q 2nd | Q R to B sq |
| 8. P takes P | B to K 3rd | 16. Q takes R P | |
| 9. P to B 3rd | B to B 4th | | |
| 10. P to Q R 4th | | | |

Up to this point the game is all "book," but now White breaks into another variation, rather too late to be of any good.

10. P to Kt 5th
11. P to R 4th
12. Q to Q 3rd
13. B to K 3rd

Q takes R P, obviously loses the Queen.

14. Q takes B
15. P takes P
16. B to B 2nd
17. Q to K 2nd

Black is concentrating his force for an attack on the adverse King, and can offer to exchange Knights with much advantage.

18. Kt to Q 4th
- Kt takes Kt

There seems some miscalculation here, White evidently under-rated the effect of his opponent's reply, and reasonably reckoned he could hold out until his passed Pawns became invincible.

17. Kt to B 3rd
18. K takes P
19. R to B 3rd
20. Q to Q 6th

A nicely balanced struggle now ensues, but Black is always just in front and makes no mistakes. The finish affords a rare example of a King being better than the Knight at the ending.

21. R to K sq
22. K to Kt sq
23. K to B 2nd
24. Kt takes R
25. P to Kt 4th
26. R to Kt sq

White resigns.

The Liverpool Central Chess Club have removed to more suitable rooms in Messrs. Reece's Café, 14, Castle Street. The club rooms are open for play daily throughout the year, and a cordial welcome will be accorded to chess-players visiting the city.

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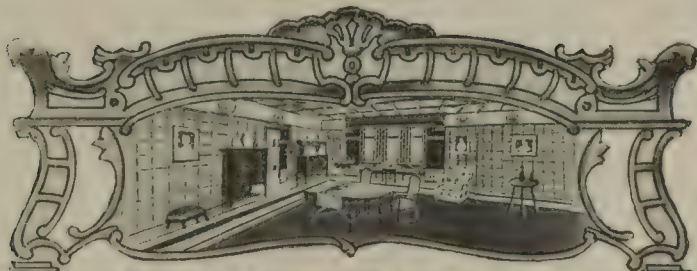
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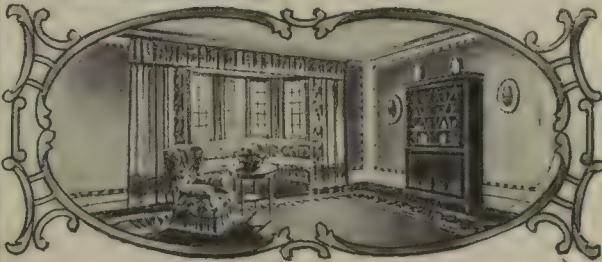
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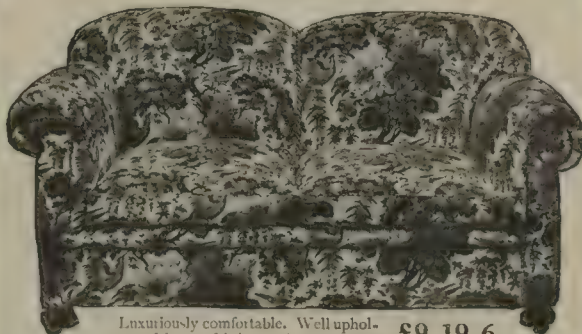
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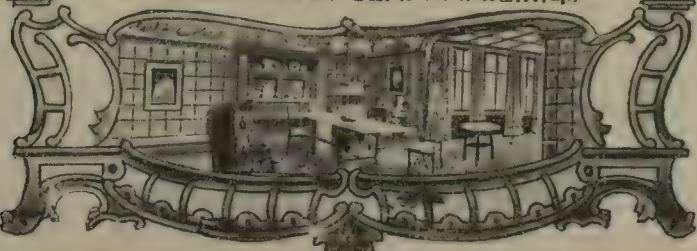
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COLLECTED POEMS. POSTHUMOUS AND OTHERWISE.

THE Collected Poems of James Elroy Flecker (Martin Secker) is, unhappily, a posthumous volume; for the author, like his friend and contemporary Rupert Brooke, died young before reaping the full harvest of his muse. Flecker's death, caused by consumption, occurred at Davos in January 1915, when he was just over thirty. This collection, which has been edited, with a well-considered introduction, by Mr. J. C. Squire, contains all but seven of Flecker's poems published in book form during his life, and some new ones. Flecker's work is of peculiar interest to-day from his having lived so much in what is now the Eastern theatre of war. He was in the Consular Service successively at Constantinople, Smyrna and Beyrout, and among other places had visited the Lebanon, Corfu, and Athens, where he married a Greek lady, Miss Helle Skiadaressi. The last eighteen months of his life were spent in Switzerland. His education had been of the orthodox public school and university type: he went from Uppingham to Trinity College, Oxford, and later studied Oriental languages at Cambridge. He could thus combine classical scholarship with personal knowledge of classical lands—a fact that adds greatly to the value of his verse. Several of the later poems touch on the war, with ardent patriotism. Space forbids discussing his poetry here in detail, or even illustrating it adequately by quotation. It must suffice to say that the book gives him an honourable place in our literature. He was sure of fame, and it is assured to him.

A companion volume, in the sense that it is issued by the same publisher in similar format, is "The Collected Poems of T. W. H. Crosland" (Martin Secker), which likewise has a frontispiece portrait of the author. With a characteristic touch of humour, a prefatory note says: "Lest the title 'Collected Poems' be taken in its post-mortem association, the author desires respectfully to say that he is still alive." The book reveals Mr. Crosland as a poet of mark and consequence, fulfilling the promise of a little book he published years ago called "The Finer Spirit," part of whose contents is reprinted in the present collection. It is possible now to recognise him for what he really is—not a journalist who is incidentally a poet, but a poet who is incidentally a journalist. The sardonic humour and rebellious satire familiar in the author's prose are not absent from his verse, but they are restrained and chastened by that "finer spirit" which is his literary "better self." They find appropriate targets in the Kaiser and Germans



WOMEN IN THE U.S. NAVAL SERVICE: THREE RECRUITS IN THEIR NEW UNIFORMS AT THE NAVY YARD, BOSTON. In the United States, as here, women are doing their part for the war. The three seen above are Helen McCormack, Eva Forbes, and Helen Barr, Radio-Operator.—[Photograph by Newspaper Illustrations]



WITH THE U.S. NAVY IN WAR-TIME: A GUN'S CREW ON BOARD AN AMERICAN WAR-SHIP.—[Photograph by Newspaper Illustrations]

in general, and in enemies nearer home, like "The Ass" and "The Diners." Mr. Crosland, who has himself lost a son in the war, is at his best when inspired by the heroism of the soldier, and he strikes the patriotic note with ringing effect.

THE PLAYHOUSES.

MAUD ALLAN'S DANCES AT ST. MARTIN'S.

MISS MAUD ALLAN'S dancing has improved greatly in subtlety and artistic restraint since she made her first public appearances; but even now her art, with all its sylph-like graciousness, has its limitations. A dancer so essentially Western in feeling scarcely suggests Eastern love, even though the music to which she seeks to lend illustration involves the odd conjunction of Meyerbeer, Bemberg, and Rimsky-Korsakov. Her successes are made in waltz time—in Strauss's "Blue Danube," even more in the melancholy atmosphere of Sibelius's "Valse Triste," and again in the Schubert-Liszt arrangement, "By the Sea." Here her postures have inspiration, her miming has an eloquence that carries conviction, and her spontaneity results in genuinely beautiful effects. It is only fair to add that she gives a stirring and impassioned interpretation of the "Marseillaise."

"BREWSTER'S MILLIONS" AGAIN. AT THE QUEEN'S.

In these days of economy there is a certain awful piquancy for playgoers in watching a young scapegrace set to work about the task of scattering a quarter of a million of money within a twelvemonth, even though the price of his success is his securing two millions more; but it needed American playwrights to use the idea as the basis of rollicking farce. Despair, whirlwind excitement, a race with time—these things that might seem fitting accompaniments to the career of a prodigal on the brink of ruin are here, in crazy topsy-turvydom, used as signs not of the hero's losing his money too completely, but of his failing to lose it fast enough. A mad play, therefore, this "Brewster's Millions," which calls for a frenzied pace in the acting; and, the more deadly the seriousness in its chief actor, the more the audience is convulsed with laughter. Mr. Percy Hutchinson has the proper electrical energy for the rôle, and finds at the Queen's most unselfish and efficient support, Mr. F. G. Thurstan, who "doubles" two parts—those of a Frenchman and a comic butler, is particularly amusing.

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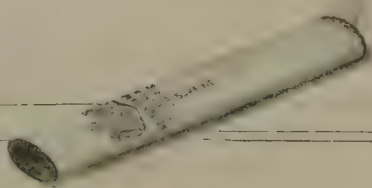
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THE CHRONICLE OF THE CAR.

The New Petrol Restrictions.

Of course, the new petrol restrictions, which became operative on Nov. 1, could scarcely have been expected to be hailed with joy by the small proportion of motorists who had continued to carry on somehow until the new Order came to put a stop to motoring altogether for that is what it means. Nor is it surprising that some think

incompetence—to call it by its very harshest name—and bad faith. I have just been reading a letter from a motorist with a grievance, and I must say right away that I have no sympathy at all either with the grievance or the manner of expressing it. What he seems to convey is that a wicked Government has taken our motor taxes for a whole year, and then, with malice aforethought, has cynically made it impossible for us to use our cars for the last two months of that period. *Ergo*, the Treasury ought to return one-sixth of the amount of the taxes it has received! Really, I wonder if he has heard that this country is at war! Or if he realises that we have been fortunate to have had the facilities, limited as they have been latterly, we have enjoyed for more than three years of war? However, perhaps it does

cars conveying artists from one to the other are charged free of all cost to the owners of the cars. As no two of the halls belonging to the circuit are more than half-a-dozen miles apart, it is perfectly easy to get from one to the other on a single charge. I hear the scheme works exceedingly well. On the one hand, it costs the artists nothing for their motor-fuel; and, on the other, the management is pleased because it is enabled to keep good time in the programme. Undoubtedly, gas has come to the rescue in many directions, and enables us to carry on to quite an unexpected extent.

A Gas Transport Association.

Following on a suggestion of the Commercial Motor, a Gas Transport Association is being formed, on which will be represented the Commercial Motor Users' Association, the National Gas Council, and the British Commercial Gas Association. The first matter which will be taken in hand is the compilation of a complete list of charging-stations. Then the Local Government Board is to be asked to vary the terms of the "Use and Construction Order," so that a trailer



BUILT FOR THE BRITISH AIR FLEET: A BATCH OF COMPLETED HIGH-POWER AVIATION ENGINES AT THE WOLSELEY WORKS

they have a grievance. I agree that they have, but really I do not think it is against our own authorities, who simply have to take the petrol situation as they find it and deal with it according to the best of their abilities and opportunities. It may be true that the administration of the various Petrol Orders has left something to be desired—in fact, it has fallen very far short of the ideal—but, whatever the Petrol Control Committee might or might not have done, there is of a certainty one thing that is beyond its collective and individual power, and that is to increase the amount of petrol available for civilian use. That being so, it is inevitable that the new Controller must take the readiest means at hand to make the restricted supplies go round, keeping in view all the time the prime necessity for keeping going the commercial transport system of the country, which has become enormously motorised, even since the beginning of the war. Recognising that, it does seem to me that the private motorist who uses his car altogether, or even mainly, for purposes of mere convenience ought to put up with all and every restriction found needful with the best possible grace. Agreed, as I have said, that the Petrol Orders have been badly administered, there is a difference, after all, between

not matter much, since I do not think this isolated kick is likely to grow into a serious agitation.

Gas Facilities. Quite a number of provincial municipalities and gas undertakings are providing facilities for the charging of gas-holders for cars, and seem to be giving a useful lead to London, where the idea does not appear to have caught on to the same extent. Although one or two of the Metropolitan gas undertakings have taken in hand similar facilities, there is a marked want of enthusiasm, and the provision of charging meters and connections seems to be left to the enterprise of private concerns. For instance, there is one big music-hall circuit on which every hall is provided with a charging meter, and

constructed and used only for the purpose of carrying a gas-holder shall not limit the speed of the vehicle to five miles an hour. A serious attempt is to be made to arrange with gas undertakings to supply gas for motor propulsion at power instead of lighting rates. Another excellent suggestion is that every gas-holder shall have its

(Continued overleaf.)



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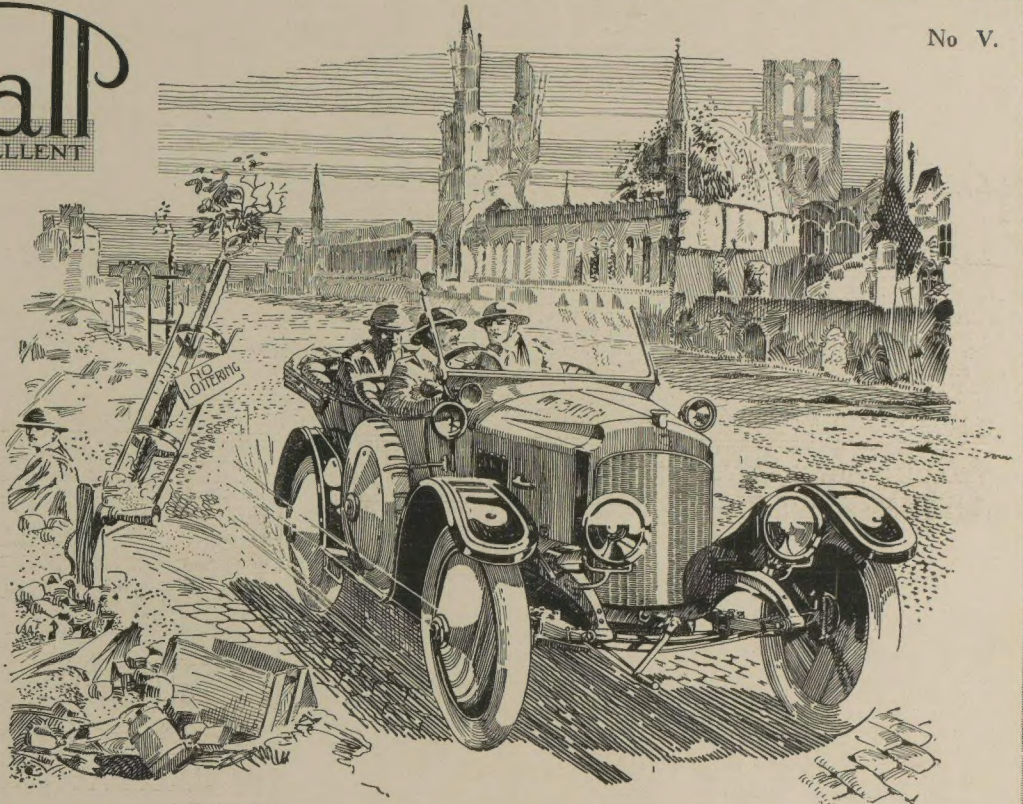
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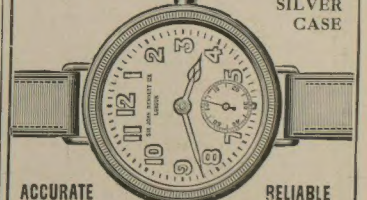
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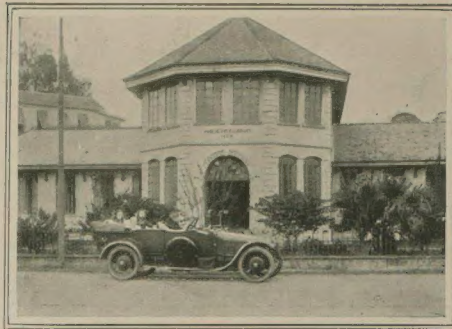
(Continued)
capacity registered, so that it shall not be necessary to charge through a meter.

The Rover Balance-Sheet.

One of the firms in the motor trade of which one hears very little nowadays—like most others, it is busy on Government work—is the Rover Company. However, the concern seems to be doing very well, as its recently issued balance-sheet indicates. This shows that a net profit is available, including the amount brought forward from last year, of £129,972 5s. 2d., out of which it is proposed to pay a dividend of 10 per cent and a bonus of 15 per cent. on the old shares, and a dividend and bonus at one-fourth the same rates on the new shares, carrying forward to next year a balance of £40,944 14s. 2d.

A Neat Instruction Book.

As a rule, the instruction book issued by the car-manufacturer either errs in not conveying enough to the user who happens to be a novice, or it embodies the fault, which is almost as bad, of attempting to say too much and in too technical language. I have before me a little work which avoids, both these capital errors, and which, to my mind, is the ideal of what an instruction book should be. It is called "The A.C. Light-Car Handbook," and, of course, relates particularly to that vehicle, but there is a good deal in it that would



A BRITISH CAR IN BRITISH GUIANA: A 16 H.P. SUNBEAM OUTSIDE THE CARNEGIE LIBRARY, GEORGETOWN.

appeal to the novice owner of any make of light car. A "List of Things You Should Not Do" is excellent, and so are the "Driving and General Hints." Auto-

Carriers, Ltd., of 181, Hercules Road, Westminster Bridge, publish it, and the price is but sixpence.

Talbots on War-Service.

Following on my own experience of Talbot cars in the German South-West African campaign, and afterwards in East Africa, I have been shown an appreciative letter from an officer in the latter theatre of war, in which he says: "I have a Talbot for my use running about here. She has done tons of work; went all through the German West campaign before coming here, and though one engine lug is broken and the rings are so badly worn that you can hear the compression leaking into the crank-case, I can dust up any car out here when I get going, and given a good road, she is a 1912 (late) model, and I prefer her to anything else. The springs are great, and the steering as free from backlash as the day it was put in. They are the stuff; they run without attention and never give trouble. There are six Talbots on my strength at present, and all in fine order, even the old '12 model.'"

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Owing to the great public interest taken in the new geared electric starter for motors just introduced by Messrs. C. A. Vandervell and Co., and the wide publicity it has received, the firm have found it impossible to cope with all the demands for booklets, drawings, etc., but inquiries are being dealt with as rapidly as possible.

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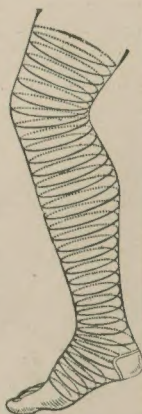
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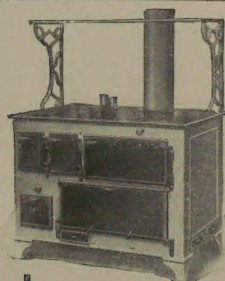
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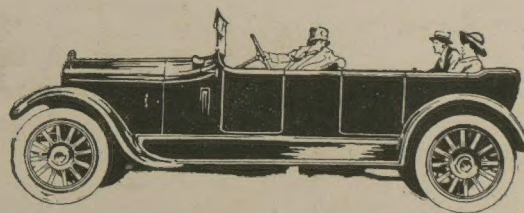
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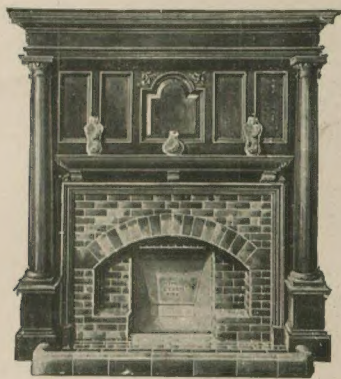
PICTURED books of verse are usually of the quaint or humorous order. The serious poet seldom gets himself illustrated, even by those artists who express in weird wise the interior workings of the human mind. Perhaps he fears that illustrations might divert his readers' attention. Poets of a lighter vein are less self-centred, and welcome the assistance of the sister art. A happy instance is to be found in "Peacock Pie: A Book of Rhymes," by Walter de la Mare, with illustrations by W. Heath Robinson (Constable). The little poems, most of them quite short, belong to the category of which Stevenson's "Child's Garden of Verse" is the classic example, but in some the note is more whimsical and eerie, while in others there are touches of sadness. Mr. Heath Robinson, an ideal illustrator for this kind of book, has supplied a dainty line-drawing for each of the numerous poems, and a frontispiece in colour.



AN OAK SEAT AS MONUMENT: A MEMORIAL TO MAJOR E. P. GRAVES, R.F.C.,
ON A SPOT WHERE HE ONCE LANDED, AT CHURT.

"Rhymes for Riper Years," by Harry Graham, illustrated by Norah Brassey (Mills and Boon), is a perfect cure for the dumps. The verses, which are neatly turned and full of humour and wit, are the genial *parerga* of an officer off duty, but an officer who before the war was already well known as a poet of lighter quill. He is of the literary lineage of Calverley and Owen Seaman, and no unworthy scion of that house. In these depressing days a cheerful book like this is a godsend. A word of praise is due also to the illustrator, who happily reflects the humour of the verse. Her name deserves to have been mentioned, along with that of the author, on the cover—which, by the way, is not remarkable for beauty.

The fine oak seat here seen has been placed at Churt, near Farnham, as a memorial to Major Evelyn P. Graves, R.F.C. (and Captain, R.F.A.) who was killed in an air-fight in France on March 6 last. He was a son of Major the Hon. A. E. P. Graves. The seat was designed and made by Messrs. Maile and Son, Ecclestone Craftsmen, of 365-7, Euston Road.



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